

REMARKS

**Declaration:**

Applicant thanks the Examiner for acknowledging and accepting the Declaration under 37 C.F.R. § 1.132, submitted on January 30, 2003.

With regard to claim 8, Applicant notes that the Form PTO-326, Office Action Summary, indicates that claim 8 is still pending in the present application. However, Applicant also notes that the Examiner has acknowledged the cancellation of claim 8 on page 2 of the Office Action. Applicant merely wishes to ensure that the record is clear and that claim 8 is cancelled from the above application.

**Allowable Subject Matter:**

Applicant sincerely thanks the Examiner for indicating that although claims 2, 3, 11 and 12 have been objected to, these claims would be allowable if written in independent form. Further, Applicant thanks the Examiner for indicating that even though claims 17 and 18 have been rejected under 35 U.S.C. § 112, these claims would also be allowable if written in independent form.

**Claim Rejections:**

Claims 1-3, 5-7 and 9-18 are all the claims that have been examined in the application, and currently claims 1, 5-7, 9-10 and 13-18 stand rejected.

***35 U.S.C. § 112, 2<sup>nd</sup> Paragraph Rejection - Claims 17 and 18:***

Claims 17 and 18 stand rejected under 35 U.S.C. § 112, 2<sup>nd</sup> paragraph as being indefinite. As shown in the "Claims" section of the present amendment, claim 18 has been cancelled and

claim 17 has been amended to be in independent form. Applicant submits that claim 17 is essentially a combination of original claims 1, 17 and 18. Because of this combination, Applicant submits that claim 17, and all of its respective dependent claims, are now in allowable condition.

***35 U.S.C. § 102(b) Rejection - Claims 1 and 13-16:***

Claims 1 and 13-16 stand rejected under 35 U.S.C. § 102(b) as being anticipated by British Patent Specification No. 1,000,113 to Powell. However, as shown in the "Claims" section, claims 1 and 16 have been cancelled and claims 13-15 depend on claim 17, which Applicant submits is allowable, as indicated by the Examiner.

***35 U.S.C. § 103(a) Rejection - Claims 5 and 6:***

Claims 5 and 6 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Powell in view of Japanese Document No. 52-75702 to Miyoshi et al. Applicant submits that because these claims now also depend from claim 17, these claims are also allowable, at least by reason of their dependence.

***35 U.S.C. § 103(a) Rejection - Claim 7:***

Claim 7 stands rejected under 35 U.S.C. § 103(a) as being unpatentable over Powell in view of admissions made in the Amendment filed on May 29, 2002. Applicant submits that because this claim now also depend from claim 17, claim 7 is also allowable, at least by reason of its dependence.

***35 U.S.C. § 103(a) Rejection - Claims 9 and 10:***

Claims 9 and 10 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Powell in view of Ochiai (previously applied). Applicant submits that because these claims now

AMENDMENT UNDER 37 C.F.R. § 1.111  
U.S. Application No.: 09/606,939

Our Ref.: Q59907  
Art Unit: 1733

also depend from claim 17, these claims are also allowable, at least by reason of their dependence.

**New Claims:**

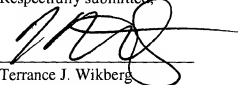
As shown in the claims section, Applicant has added new claims 19-24. Applicant submits that claim 19 is allowable, at least by reason of its dependence on claim 17, and claims 20-24 are allowable for similar reasons as claim 17.

**Conclusion:**

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,

  
Terrance J. Wikberg  
Registration No. 47,177

SUGHRUE MION, PLLC  
Telephone: (202) 293-7060  
Facsimile: (202) 293-7860

WASHINGTON OFFICE

**23373**

CUSTOMER NUMBER

Date: July 24, 2003

AMENDMENTS TO THE CLAIMS[INS1]

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (CANCELLED)

2. (AMENDED) A pneumatic tire according to claim ~~1~~17, wherein the main body of the carcass ply is sandwiched between ~~two steel cord reinforcing layers in a thickness direction thereof~~the at least one reinforcing layer and another reinforcing layer in a thickness direction thereof.

3. (AMENDED) A pneumatic tire according to claim 2, wherein steel cords constituting ~~one of the steel cord reinforcing layers~~the at least one reinforcing layer are extended in a direction opposite to at least one of a cord extending direction of ~~the other steel~~another reinforcing layer and a cord extending direction of the carcass ply.

4. (WITHDRAWN) A method of forming a wind contact part of a carcass ply of a pneumatic tire, the tire comprising a tread portion, a pair of sidewall portions and a pair of bead portions and a carcass toroidally extending between a pair of bead cores embedded in the respective bead portions and comprised of at least one rubberized carcass ply containing steel cord(s) therein, in which the carcass ply is wound around the bead core from an inside of the tire toward an outside thereof and has a terminal end in the vicinity of a main body of the carcass ply

other than the wound portion thereof at an outer peripheral position of the bead core, wherein at least one steel cord reinforcing layer is arranged in the bead portion, and a terminal end of a reinforcing layer located outside in a widthwise direction of the tire is arranged away from the terminal end of the carcass ply, said method comprising:

plastically deforming the carcass ply in at least one of positions corresponding to corner parts of the bead core.

5. (AMENDED) A pneumatic tire according to claim 17, wherein ~~the~~ steel cords constituting the at least one ~~steel cord~~ reinforcing layer have a cord diameter of 1.00-1.50 mm, and an end of the steel cords at the terminal end of the at least one reinforcing layer is within a range of 1.0-1.5 times the cord diameter.

6. (AMENDED) A pneumatic tire according to claim 5, wherein the steel cords are arranged in the at least one ~~steel cord~~ reinforcing layer at a distance between an outer diameter of each of at least two adjacent cords ~~is of~~ 1.00 - 1.50 mm in a direction perpendicular to a longitudinal axis of the cord.

7. (AMENDED) A pneumatic tire according to claim 17, wherein the steel cord constituting the at least one ~~steel cord~~ reinforcing layer is a Z-lay outer-sheath structure.

8. (CANCELLED)

9. (AMENDED) A pneumatic tire according to claim 17, wherein at least one organic fiber chafer is arranged at ~~the a~~ side of the ~~wind contact part of the carcass ply~~wound portion so as to cover the terminal end of the ~~steel cord~~at least one reinforcing layer.

10. (AMENDED) A pneumatic tire according to claim 9, wherein ~~the~~ organic fiber cords constituting the at least one organic fiber chafer are arranged at a cord angle of 15-75° with respect to an arranging direction of the steel cords constituting the at least one ~~steel cord~~ reinforcing layer.

11. (AMENDED) A pneumatic tire according to claim 17, wherein a cushion rubber layer is interposed between the main body of the carcass ply and ~~the a~~ start end portion of the at least one ~~steel cord~~ reinforcing layer.

12. (AMENDED) A pneumatic tire according to claim 11, wherein the cushion rubber layer at the position of the start end of the at least one ~~steel cord~~ reinforcing layer has a rubber gauge of 1.5-2.0 mm viewing a section in ~~a the~~ widthwise direction of the tire.

13. (AMENDED) A pneumatic tire according to claim 17, wherein the terminal end of the at least one reinforcing layer is arranged outward from the terminal end of the carcass ply in the widthwise direction of the tire.

14. (AMENDED) A pneumatic tire according to claim 13, wherein the terminal end of the at least one reinforcing layer is arranged outward from an outermost end position of the bead core in the widthwise direction of the tire.

15. (AMENDED) A pneumatic tire according to claim 17, wherein the terminal end of the at least one reinforcing layer is arranged upward from the terminal end of the carcass ply in ~~the~~ a radial direction of the tire.

16. (CANCELLED)

17. (AMENDED) In a pneumatic tire comprising a tread portion, a pair of sidewall portions and a pair of bead portions and a carcass toroidally extending between a pair of bead cores embedded in the respective bead portions and comprised of at least one rubberized carcass ply containing at least one steel cord therein, in which the carcass ply has a wound portion which is wound around the bead core from an inside of the tire toward an outside thereof and said wound portion has a terminal end in the vicinity of a main body of the carcass ply at an outer peripheral position of the bead core, wherein at least one steel cord reinforcing layer is arranged in the bead portion, and at least one reinforcing layer located inside in a widthwise direction of the tire among the at least one steel cord reinforcing layer is arranged along the main body of the carcass ply and is continuous to turnup around the bead core from the inside toward the outside in the widthwise direction, and a terminal end of the at least one reinforcing layer located outside in the widthwise direction is arranged away from the terminal end of the carcass ply. A

pneumatic tire according to claim 1, wherein at least one reinforcing layer located inside in the widthwise direction of the tire among the steel cord reinforcing layers is arranged along the main body of the carcass ply.

18. (CANCELLED)

19. (NEW) A pneumatic tire according to claim 17, wherein steel cords constituting the at least one reinforcing layer are extended in a direction opposite to a cord extending direction of the carcass ply.

20. (NEW) In a pneumatic tire comprising a tread portion, a pair of sidewall portions and a pair of bead portions and a carcass toroidally extending between a pair of bead cores embedded in the respective bead portions and comprised of at least one rubberized carcass ply containing at least one steel cord therein, in which the carcass ply has a wound portion which is wound around the bead core from an inside of the tire toward an outside thereof and said wound portion has a terminal end in the vicinity of a main body of the carcass ply at an outer peripheral position of the bead core, wherein at least one steel cord reinforcing layer is arranged in the bead portion, and at least one reinforcing layer located inside in a widthwise direction of the tire among the at least one steel cord reinforcing layer is arranged along the main body of the carcass ply and a lower terminal end thereof in a radial direction of the tire is located above a position corresponding to the bead core, and at least another reinforcing layer located downside in the radial direction of the tire among the at least one cord reinforcing layer is arranged to turnout



around the bead core from the inside toward the outside in the widthwise direction and a terminal end thereof located outside in the widthwise direction is arranged away from the terminal end of the carcass ply.

21. (NEW) A pneumatic tire according to claim 20, wherein the main body of the carcass ply is sandwiched between the at least one reinforcing layer and another reinforcing layer in a thickness direction thereof.

22. (NEW) A pneumatic tire according to claim 21, wherein steel cords constituting the at least one reinforcing layer are extended in a direction opposite to at least one of a cord extending direction of another reinforcing layer and a cord extending direction of the carcass ply.

23. (NEW) A pneumatic tire according to claim 20, wherein steel cords constituting the at least one reinforcing layer have a cord diameter of 1.00-1.50 mm, and an end of said steel cords at the terminal end of the at least one reinforcing layer is within a range of 1.0-1.5 times the cord diameter.

24. (NEW) A pneumatic tire according to claim 23, wherein the steel cords are arranged in the at least one reinforcing layer at a distance between an outer diameter of each of at least two adjacent cords of 1.00-1.50 mm in a direction perpendicular to a longitudinal axis of the cord.